



Many Long Motorcycle Trips are Made In United States This Year

ONE of the longest motorcycle rides undertaken by a woman enthusiast is that of Mrs. Harry Humphries, of New York, who is accompanying her husband on a trip which they say will cover 65,000 miles. "From Los Angeles to New York," is the slogan of Mr. and Mrs. D. E. Alcherson, motorcycle enthusiasts of Bartlesville, Okla. Mr. and Mrs. William Brown, have just completed a 1700 mile motorcycle trip from Omaha, Neb., to Detroit, Mich. Mr. and Mrs. A. S. Perry, of Chicago, have just arrived in Birmingham, Ala., having covered 2900 miles on a motorcycle.

Mr. and Mrs. M. E. Gale of Angola, N. Y., are veteran cross country motorcycle tourists, having made a number of long trips. They are now returning to New York from Denver to which point they rode their two wheelers to attend the F. A. M. convention. Mr. and Mrs. Leroy Snodgrass are also motorcycleing to New York City, their starting point having been Los Angeles.

Doubtless the longest motorcycle ride taken by anyone to attend the F. A. M. convention this year was that of F. L. Rockwell, and P. C. Rockwell, who rode their machines from Hornell, N. Y., to Denver. They spent about three weeks en route, making many stops at points of interest.

Dr. B. J. Patterson of Pratt, Kan., who was re-elected president of the Federation of American Motorcyclists at the Denver convention last week, expects to continue the same progressive policies which have marked his administration during the last year.

The total membership of the organization as reported at the convention was about 24,000, which meant a gain of about 8,000 during the last year.

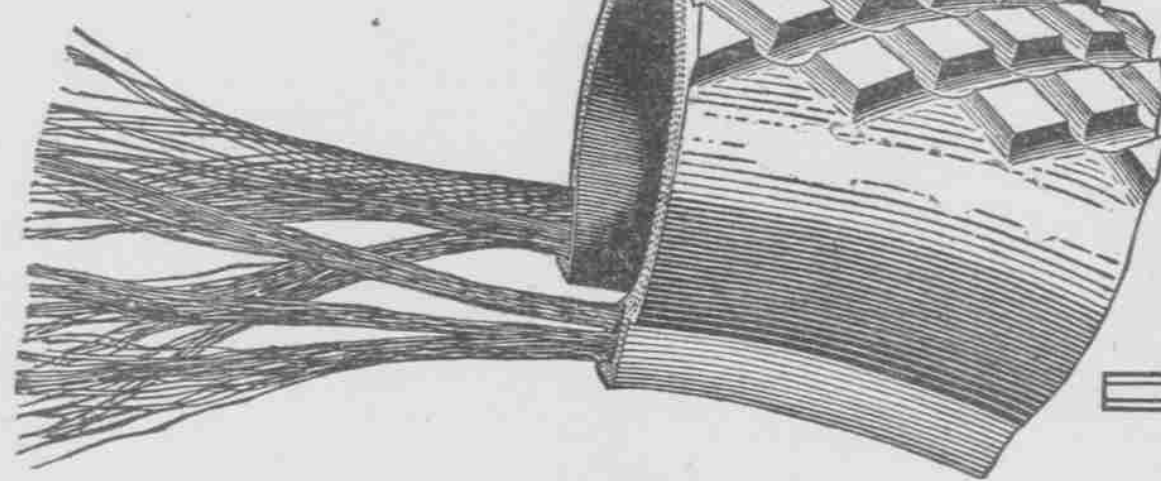
Already a number of cities are beginning to bid for the 1914 convention of the Federation of American Motorcyclists. The cities wishing to entertain the motorcyclists in 1914 are: San Francisco, Detroit, Atlanta, Nashville, Fargo, N. D., Houston, Milwaukee, Niagara Falls and New York City.

Edward Wallace and Frank Schramm of Brenham, Texas, have just completed a 2,365 mile motorcycle trip through Texas.

One hundred and fifteen new motorcycle clubs were affiliated with the F. A. M. during the year ending June 30, 1913.

A motorcycle romance has just culminated in a motorcycle wedding at Belleville, Ill. L. I. Oberding, a merchant of Trenton, Ill., is an enthusiastic motorcyclist, and for some months Miss Feroz Z. Hohe had been his companion on trips about town.

These braided wires, which we control, gave us rulership of tiredness.



The Goodyear Secret

The No-Rim-Cut tire is a Goodyear invention, and we still control it. An essential feature is these braided wires, which no one else can make. This tire can't rim-cut—that we guarantee. This fact has saved motorists many millions of dollars. It has also made Goodyears the world's favorite tires. They now out-sell any other.

Runs Almost 1 in 3

Time and again we have gathered statistics to show what rim-cuts cost. This year we employed certified public accountants, so the figures could not be disputed. They examined thousands of ruined clincher tires, taking them as they came. The old-type, hooked-base tires. And they found that 31.8 per cent had been discarded for rim-cutting only. That's almost one tire in three. That conveys some idea of the saving accomplished by this Goodyear No-Rim-Cut tire.

How We Did It

We did this by making a hookless tire—one that does not hook to the rim. Thus your removable rim flanges can be set to curve outward—not inward as with clincher tires. Then the tire, when wholly or partly deflated, rests on a rounded edge. There is no curved-in rim flange to dig into the tire. Thus rim-cutting is made impossible. These tires fit any standard rim.

This hookless tire makes it essential to have an unstretchable tire base. It must be held on, under every strain, so that nothing can stretch the tire over the rim flange.

We get this by vulcanizing into the tire base six flat bands of 126 braided wires. See picture at the top.

This tire can't be forced off. But when you unlock and remove a flange it easily slips off. There are no hooks on the base to "freeze" into the rim flange, as with old-type tires.

Controlled by Secrecy

These braided wires are made under lock and key—made by secret machinery.

They cannot be imitated. And it seems that a faultless tire of this type cannot be made without them.

Makers have tried it again and again, but thousands of the tires came back for replacement.

So the wish to end rim-cutting has forced tire users to Goodyear No-Rim-Cut tires.



No-Rim-Cut Tires
With or Without
Non-Skid Treads

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

FOR SALE BY ALL DEALERS

POWERFUL LIGHTS VERY DANGEROUS

Strong Electric Headlights Place People in Other Cars in Position To Be Killed.

Since an accident in which four members of one family were killed and a like number seriously injured, prominent St. Louis motorists have protested against the improper lighting of roads and the use of the powerful electric headlights. It is alleged that this combination is the cause of many accidents and should be remedied as soon as possible. The motor associations will see that the roads are properly lighted hereafter and also will endeavor to have a city ordinance passed that will prohibit the use of the electric light.

While there are no oiled roads in the vicinity of El Paso, the danger from the powerful electric headlights is great. When a car with these strong lights appears down the road, people in cars about to meet it can positively see nothing for several seconds before the lights pass and the result is that other drivers, if they do not stop, are liable to drive off an embankment or strike a pedestrian or a person in some vehicle not carrying a light.

County motorcycle officer Will Davis has complained to the authorities of the danger of these lights and has asked for some legislation prohibiting lights above a certain candlepower. He says this will prevent accidents and will also enable him to do his duty as a speed officer. Now, he says, he cannot chase a speeding car when he runs into the light radius of a car with powerful electric lights approaching from the opposite direction, as he is unable to see ahead of him and risks his life if he does not stop.

Such powerful lights are not necessary and are a positive menace to traffic.

EFFECT OF HEAT ON AIR IN TIRES

"Some people have the idea that excessive heat causes expansion of the air within an automobile tire," says J. C. Rockhill. "They consequently keep their tires underinflated, being afraid of blowouts from excessive pressure and resulting injuries."

"This is a popular fallacy which seems at present to be firmly fixed in the minds of the automobile users, there never was a more ridiculous or costly idea entertained by tire users."

"It is impossible for the air in a tire to expand sufficiently from heat to cause dangerous strain and no harm need be feared on this score. However, the damage to tires by keeping them underinflated is tremendous."

"Our entire organization is endeavoring to disabuse the minds of automobile owners on this subject and educate tire users to keep their tires at all times inflated to the recommended pressure."

HOW TO JUDGE A GOOD MOTOR CAR

This Manufacturer Tells His Agents Some Things That the Public Can Well Give Attention.

George M. Dickson, general manager of the National Motor Vehicle company, believes that the men who sell automobiles have fallen into a wrong habit of impressing upon the public how to judge a car. Dickson has often been called upon for advice in many angles of the motor car business because of his long experience and successful career. Recently he was asked to give his ideas on "how to judge a car." Mr. Dickson answered with one word—"results."

In talking to some dealers recently he outlined the path of reasoning which he thought the buyer should follow primarily for the tradesman, but which it is conceded is excellent advice for private owners and prospective owners.

"It is a mistake to talk too much 'parts' to the automobile buyer. Any dealer will spend his entire time telling customers about the merits of the axle, the strength of the springs, the good ness of the gears, etc."

"This is not what should be put into the owner's mind. You make that prospect look then for 'parts' in every car he investigates before he buys. The prospect begins to judge cars by parts because you, the dealer, taught him to do so."

"The piano man does not spend all his time telling you he has certain kinds of strings, a certain pedal, a certain kind of wood, etc. He impresses you with the beautiful appearance of the piano as a whole instrument stationed in the appropriate part of your home. He charms you with the tone of the instrument. He delights you with its easy touch and creates a desire upon your part to possess that particular piano because of its quality, beauty, reliability and reputation of its builders. In short, you buy that piano because of its results and not because of its individual parts that enter into the making of the unit."

"Apply this to automobiles. Impress upon the owner that he should buy the car because of results—what it will do; how well it will perform; not because of a bolt or screw, not because of an accessory or specification."

"The successful car builder of today is the one who makes his car popular among owners who can drive and enjoy it without the necessity of ever asking or wondering what is under the hood or what parts are under the cushions. Car owners today want service; reliable, continuous service, without worry or trouble. They want comfort and ease, accompanied by stately appearance."

"No matter how good a self-starter may be or a lighting system may be or even a motor, if the whole car does not hang together in a perfect manner that permits of smooth, uninterrupted performance, then the car is not 100 percent good."

KEEP LOCAL ROAD IN GOOD CONDITION

Advice Is Given Not to Neglect the Roads at Home, Even While Boosting Transcontinental Routes.

That much of the road money spent in counties and townships is wasted through ineffective methods, is recognized as "notoriously true" by the National Grange monthly, which strongly advises the local grangers not to neglect the "roads near at home while taking an active interest in accomplishing great trunk highways for State and Nation." It is set forth that these local roads form a part of the general scheme of highways and should receive their fair share of attention, though this is a matter of national concern; but it does believe that more careful attention to local roads and road expenditures is imperative. It also believes that "every grange everywhere should be interested in and responsive to the large grange policy as a whole for good roads everywhere, state and national."

"The roads of a country naturally resolve themselves into four classes—local, township, county, state, and national and in their construction and maintenance the township, county, state and nation each carries its special responsibility and should be endowed with its special functions," asserts chairman George C. Diehl, of the A. A. National Grange board.

"The local roads are of sole interest to the communities, and their cost should not be passed on to the national government. Some local roads in every community become county roads in their uses, and some county roads become state roads by virtue of the traffic they carry. When these changes in travel occur then should come also the change in responsibility and administration. Likewise, state roads become national in scope and importance. They reach from great center to great center of population, and as a predominant commercial highway, they are of national importance. While accommodating the travel from the farms to the market place along their routes, they also provide the through travel. It must be remembered that road traffic of today is not limited to that from farm to market place, but extends from village to village, from county to county, from city to city, from state to state."

"Motor trucks must be reckoned with as factors in transportation. The economic advantage in short hauls is causing their adoption by hundreds where the roads have been improved; and the vast extension of their use only waits for the roads to be built. Their fullest utilization will come when all the main roads of the country are constructed to accommodate them. In and near the large centers of population they are rapidly displacing horses in the transport of commodities. Such a change as has taken place in the transportation of persons and goods in the past ten years. With the railroad for the carriage of through freight, good roads and automobiles will round out and complete a perfect system of transportation, and together the energies of the nation, a happy expression used by president Woodrow Wilson in his address to the American Road Congress."

***** LOCAL AUTO NOTES. *****

J. H. Snell, of Carrizozo, N. M., who was a visitor in town this week, purchased a second hand Ford and left for the return trip to his home in it.

Charles Anderson, of Lanark, N. M., has his Ford roadster at the El Paso Motor works. It is being generally overhauled. Mr. Anderson expects to leave today in his car for Lanark.

Mr. and Mrs. Fay Sperry of Las Cruces, N. M., were visiting motorists in the city this week. They made the trip in a five-passenger Stanley steamer.

Mr. and Mrs. H. L. Allison and son, P. S. Allison, of Roswell, N. M., are visitors in the city. The trip was made in a Chalmers "30." They expect to be here for some time.

Mr. and Mrs. Donald B. Gillies, nurse and baby, and J. J. Newkirk made the trip from Chihuahua to El Paso in a four-passenger Simplex and a five-passenger Hudson.

F. Moorehouse, a mining man of Chihuahua, left for that section this week. He was driving a five-passenger Imperial.

FRIGHTENED CATTLE IMPRISON

Muskogee, Okla., Aug. 9.—Five girls in a touring car, lost on the prairie between Muskogee and Chelsea, were caught in a big cattleshed which held them and the car prisoners until daylight, when the cattle mill broke up. The girls were May McSpadden, Lizzie Sharp, and Viola Miller, of Chelsea, and Misses Smith and Rucker, of Claremore. The frightened cattle were chained close to the car that at times it almost tipped over.

GAMBLING INDICTMENTS AGAINST NINE IN PRESCOTT.

Prescott, Ariz., Aug. 9.—Nine indictments, all charging gambling, have been returned by the county grand jury against well-known Prescott citizens. All of the defendants except one who was out of the city on a hunting trip, were arrested. They were released on \$500 bail for each indictment.

Percy Milner, editor of the Prescott Journal Miner, it is held, was not in contempt of court when he refused to take an oath not to divulge what transpired in the grand jury room, where he had been called as a witness. Superior Judge Frank Smith decided that there is no law compelling a grand jury witness to take such an oath, and Milner was released.

It was stated in Milner's paper that the grand jury had had gambling cases under consideration. The jury summoned him as a witness with the intention of asking the source of his information.

NEW PASTOR FOR BOWIE CHURCH IS FROM DEL RIO

Bowie, Ariz., Aug. 9.—Rev. W. B. Wheeler, of Del Rio, Tex., the new pastor of the M. E. church, South, has arrived and will preach his first sermon next Sunday.

Dana T. Milner, manager at the marble camp, has made arrangements with the agent of the S. P. company here to ship a carload of marble to Los Angeles.

Bud Snow, of Wilcox, accompanied by a representative of A. R. Steinfeld & Co., of Tucson, has taken possession of the Howie hotel, of which he will be manager in the future.

FOREST FIRE WIPES OUT OREGON LOGGING CAMP

Houlton, Ore., Aug. 9.—Two immense forest fires are burning here. One started at a logging camp at Sappoos, several days ago. The camp was wiped out and the fire is raging.

The other fire started at the Penulga logging camp about a week ago, and is still unchecked.

KEROSENE AS FUEL FOR MOTOR CARS

Proves a Success in Cross-Country Trip —From Indianapolis to 'Frisco; Fuel Cost Only \$26.

From Indianapolis to the Pacific ocean in an automobile for less than \$7 is almost as cheap as walking. That is the kerosene fuel cost record established by Ray Harroun in the trip of Indiana automobile makers to the coast which has just ended in Los Angeles. There were four of five passengers in the car all the way across. The total cost of kerosene from Indianapolis to 'Frisco was less than \$26, which divided by four or five, makes less than \$7 per passenger—less than Weston pays for shoes when he walks it.

Harroun's conquest of the high cost of driving will probably do as much to arouse public favor in a national coast to coast highway as the oratory of the coast to coast speechmakers who accompanied the tourists.

Motorists have been watching the kerosene carburetor. They have wondered if it would work in the mountains and on the desert, and a good many have been skeptical even about its practicability on common middle states roads under such atmospheric conditions. But the kerosene carburetor worked when it approached the Pacific, and each day it puffed right along with the gasoline cars and sang as sweetly, and each evening it pulled into the stopping places with the rest of them. It went 2600 miles satisfactorily, and for \$26, and as a result there are many kerosene converters throughout the country.

This demonstration of the efficiency of coal oil will put a crimp in automobile upkeep, such a crimp that with the general adoption of the kerosene carburetor, present drivers will be able to drive more and people who can not now afford to drive will get on the kerosene wagon—and all of them will be wanting a big national drive.

Harroun declined free fuel, tendered by reception and boosting committees, but bought oil at the prevailing price, for he was keeping strict account of what it would cost to make the coast to coast trip. In most places the coal oil cost less than one-third as much as gasoline.

BEATS 25 MILES AN HOUR AT PHOENIX

Morrison Says Borderland Route to El Paso Is in Good Condition Except in Spots.

Phoenix, Ariz., Aug. 8.—J. S. Morrison, a local automobile dealer, has returned from a trip to El Paso, made in a Hummobile, and claims that he made better than 25 miles an hour both ways for actual running time.

"The Borderland route between Phoenix and El Paso is in splendid condition," Morrison said. "It needs attention in some places, but that attention will be given before the time of the road race in November. All along the line the people are interested in the race and they guarantee that the road will be in first class condition. In several cities the people are even talking of going down in their pockets to pay for necessary repairs."

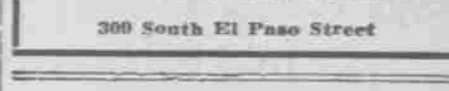
After Aug. 1, Alhambra Dairy depot, 1217 E. Missouri, Phone 572.—Advertisement.

Four hundred rolls Peerless Guaranteed Roofing to close out at bargain prices. Lander Lumber Co.—Advertisement.

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